

ABBREVIATED JOINT MESSAGEFORM

Approved For Release 2002/06/24 : CIA-RDP99B00048R000100140006-0

SECURITY CLASSIFICATION

SECRET

25X1A

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY			
INFO PRIORITY			

AT PRESENT OUR FERRY KIT FOR THE "C" MODEL ARTICLE IS APPROX 7786 LBS, 490 CUBE; THE "R" MODEL FERRY KIT IS 12,100 LBS, 925 CUBE, (THE CUBE FIGURES REPRESENT THE TOTAL OF THE INDIVIDUAL ITEMS ADDED TOGETHER). HOWEVER, THE TOTALS FOR A COMBINED FERRY AFTER REMOVING THE DUPLICATIONS FROM THE TWO SEPARATE SUPPORT PACKAGES ARE 15,764 LBS, 1190 CUBE. IT SHOULD BE POINTED OUT THAT TO SUPPORT THE "R" MODEL ALONE IT STILL REQUIRES A SUPPORT KIT WEIGHING 12,100 LBS, 925 CUBE. THE MAXIMUM CARGO/PASSENGER LOAD [] HAS EVER PUT ON A KC-135 WAS ON SCOPE SAINT, THE LOAD WAS 987 CUBE 14, 472 LBS, APPROX 27 PASSENGERS. [] HAS FOUND THROUGH EXPERIENCE THAT OUR LIMITING FACTOR ON LOADING ACFT IS ALWAYS THE CUBE RATHER THAN WEIGHT OF THE LOAD. THE SCOPE SAINT LOAD WAS EXCEPTIONAL IN A NUMBER OF WAYS. THE LOAD MASTER "LOOKED THE OTHER WAY" ON SOME INFRACTIONS OF CARGO PROCEDURES, IE, WE UTILIZED 114 CUBIC FEET ON THE LEFT SIDE OF THE AIRCRAFT THAT ELIMINATED ANY PASSAGE ON THAT SIDE, WE UTILIZED 60 CUBIC FEET OF THE BOOM COMPARTMENT, AND MOVED A PORTION OF THE KC-135 FERRY KIT TO THE APT OF THE ACFT (WHICH OTHER LOADMASTERS HAVE NOT ALLOWED US TO DO BECAUSE OF CENTER OF GRAVITY CONSIDERATIONS), WE GAINED APPROX 90 CUBIC FEET BY PUTTING THE CARGO OVER THE TIE DOWN RINGS RATHER THAN INSIDE THE TIE DOWN RING AND BY NOT LEAVING THE PROPER DISTANCE FROM THE BENCH SEATS TO THE CARGO FOR PASSENGER KNEE ROOM. THE

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REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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END RESULT OF ALL THIS WAS THAT [] HAD AVAILABLE APPROX 350 CUBIC FEET MORE THAN NORMAL WITH THE KC-135. TO PUT ABOARD THE 987 CUBIC FEET OF CARGO WE ACTUALLY USED 1323 CUBIC FEET OF THE KC-135. THIS WAS REQUIRED BECAUSE OF THE ODD SHAPES OF SOME OF THE ITEMS LOADED. AS A RULE OF THUMB WE CALCULATE THAT WE REQUIRE ONE THIRD MORE CUBE ON THE ACFT THAN WHAT THE INDIVIDUAL ITEMS ON THE MANIFEST ADD UP TO.

3. THAT PORTION OF SWAP SHOP X FERRYING THE "R" MODEL ARTICLE REQUIRES MORE CUBE THAN IS AVAILABLE IN ONE KC-135. WITH THE MAJORITY OF THE PASSENGERS IN THE KC-135, THE MAX CARGO WE CAN LOAD IN THE "135" IS APPROX 700 CUBE WHICH IS 225 CUBE SHORT OF THE "R" MODEL SUPPORT PACKAGE. WE THEREFORE NEED ADDITIONAL CARGO SPACE FOR THE 225 CUBE OF "R" MODEL PACKAGE AND FOR THE 265 CUBE OF "C" MODEL "PECULIAR" SUPPORT KIT. THE BREAKDOWN OF THE COMBINED "C" AND "R" TOTAL CUBE OF 1190 CUBE IS: 265 CUBE IS "C" MODEL PECULIAR, 700 CUBE IS "R" MODEL PECULIAR AND 225 CUBE ARE COMMON ITEMS.

4. [] RECOMMENDS THAT SWAP SHOP X, OUTGOING AIRLIFT, CONSIST OF ONE KC-135 (REQUIRED FOR FUEL WITHOUT ANY OTHER CONSIDERATION) AND ONE C-141 TO CARRY THE ADDITIONAL "R" MODEL EQUIPMENT AND THE "C" MODEL KIT, SOME OF THE 39 PASSENGERS AND

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ANY OPPORTUNE CARGO AT [] DESTINED FOR [] AND THAT UPON
ARRIVING AT [] ALL THE "R" MODEL PECULIAR ITEMS BE LOADED ABOARD
THE C-141 (APPROX 700 CUBE, 7,900 LBS) PLUS ANY CARGO GOING BACK TO
[] AND THE "C" MODEL SUPPORT PACKAGE (INCLUDING THE COMMON
ITEMS) BE LOADED ABOARD THE KC-135 (APPROX WEIGHT 7,786 LBS, 490
CUBE). AFTER LOADING, THE C-141 DEPARTS IMMEDIATELY FOR []
WITH THE EQUIPMENT THAT WILL NOT BE REQUIRED ON THE RETURNING PORTION
OF SWAP SHOP X. THIS WILL ALLOW THE C-141 TO BE RETURNED TO MAC
WITH AS LITTLE DELAY AS POSSIBLE.

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5. [] ESTIMATES THAT UPON THE ARRIVAL OF THE C-141 AND
KC-135 AT [] THE UNLOADING AND LOADING OF THE TWO ACFT CAN
BE ACCOMPLISHED WITHIN 5:00 CLOCK HOURS. THIS ESTIMATE DOES NOT
INCLUDE ANY TAXING, REFUELING, CREW REST, ETC., IT IS THE TIME
THAT IT TAKES ONCE THE FIRST ITEM IS UNLOADED UNTIL THE LAST ITEM
IS LOADED AND SECURED. IN ORDER TO MEET THIS TIME [] WILL
HAVE TO HAVE AVAILABLE: TWO LOADING TEAMS OF 5 MEN EACH; TWO FORK
LIFTS; AND TWO TRAILERS OR HIGH LIFT TRUCKS. THE PROCEDURES
WOULD BE AS FOLLOWS:

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A. ONE TEAM UNLOAD THE C-141, SIMULTANEOUSLY THE OTHER
TEAM WOULD UNLOAD THE KC-135 - TIME 1:30 HOURS.

B. [] SUPPLY MAN WILL IDENTIFY WHICH ITEMS ARE TO

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BE RELOADED ABOARD THE KC-135 AND C-141.

C. THE LOADING TEAMS LOAD THE ITEMS ABOARD THE PROPER ACFT -

TIME FOR B AND C: 3:30 HOURS.

6. [] IS SCHEDULING A C-141 FROM [] ON OR

ABOUT THE 15TH OF OCT. THE LOAD THAT [] HAS FOR THIS SPECIAL

AIRLIFT IS QUITE SMALL, ESTIMATE 2500 CUBE, 14,000 LBS. AS FAR

AS [] IS AWARE THERE ARE ONLY TWO ITEMS OF IMPORTANCE: THE

[] REQUIRED FOR THE RETURNING "C" MODEL, THE 18 ROLLAWAY BINS

FROM DAVIS MONTHAN. [] ESTIMATES THAT THE Q BAY HATCH KIT

CAN BE FITTED AND INSTALLED, AND A PRESSURIZATION AND EQUIPMENT

CHECK PERFORMED WITHIN 16 CLOCK HOURS. THIS SHOULD CAUSE NO PROBLEM

THEN IF THE Q BAY HATCH KIT ARRIVES ON THE FERRY KC-135 BECAUSE OUR

PROPOSED SCHEDULE GIVES 70 HOURS AT [] BEFORE THE U-2C DEPARTS.

THAT LEAVES ONLY THE 18 ROLLAWAY BINS FOR THE SPECIAL AIRLIFT ON

15 OCT. [] ESTIMATES THAT ALL THE CARGO SCHEDULED FOR THIS

15 OCT SPECIAL AIRLIFT (INCLUDING THE 18 ROLLAWAYS) PLUS OUR "C"

MODEL FERRY KIT PLUS TWO HATCH KITS (H KIT - RX3 AND DELTA III

KIT - RX102) WILL FIT ABOARD THE FERRY SUPPORT C-141 WITH ROOM

TO SPARE. OUR ESTIMATE IS BASED ON THE FOLLOWING:

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- A. PRESENT LOAD FOR 15 OCT C-141---2,500 CU, 14,000 LBS
- B. "C" MODEL FERRY KIT----- 490 CU, 7,786 LBS
- C. TWO HATCH KITS----- 350 CU, 2,100 LBS
- D. "R" MODEL KIT OVERFLOW FROM KC-135, 225 CU, 4,000 LBS

TOTAL: 3,565 CU, 27,886 LBS

THIS SUGGESTED COURSE OF ACTION WOULD COMPLETELY ELIMINATE THE REQUIREMENT FOR THE C-141 TENTATIVELY SCHEDULED FOR 15 OCT 68.

SINCE THIS SPECIAL AIRLIFT IS A ☐ REQUIREMENT, SUGGEST THAT

☐ RECONSIDER THE USE OF THE SPECIAL AIRLIFT C-141 FOR ~~TRANSPORTATION~~ TO OUR KNOWLEDGE

TRANSPORTATION OF 18 EMPTY ROLLAWAYS BECAUSE NOTHING ELSE MUST GO BEFORE THE FERRY.

7. ☐ SUBMITS FOR YOUR CONSIDERATION A PROPOSED AIRCRAFT

MOVEMENT SCHEDULE:

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ZULU / LOCAL

291705/291005	C-141 TAKEOFF
291800/291100	U-2R TAKEOFF
291815/291115	KC-135 TAKEOFF

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U-2C LANDS NORTH BASE

8. IN FACT, NOT TOO MUCH FLEXIBILITY IS AVAILABLE FOR THE FOLLOWING REASONS:

A. SINCE PART OF THE "R" PACKAGE WILL BE ABOARD THE C-141 OUTBOUND, IT MUST FOLLOW THE ARTICLE/KC-135. WE HAD ORIGINALLY THOUGHT THAT HAVING THE C-141 PRECEDE THE ARTICLE BY SEVERAL HOURS WOULD BE DESIREABLE, SINCE THE LAC CREW ABOARD THE C-141 WOULD SIMPLIFY ARTICLE RECOVERY AND TURN-AROUND AT ENROUTE STOPS. THE POSSIBILITY OF R-MODEL END-OF-THE-RUNWAY OR CLIMB-OUT ABORTS, HOWEVER, DICTATES THE NECESSITY FOR HAVING THE C-141, WITH SOME OF THE "R" EQUIPMENT ABOARD, FOLLOW.

B. THE TIME AT WOULD BE REQUIRED TO PREPARE THE "C" HATCH FOR RETURN FERRY AS INDICATED IN PAR 6 ABOVE, EFFECT NECESSARY CARGO SHIFTING, AND PERMIT TIME FOR PERSONNEL TO CONFER WITH THEIR COUNTERPARTS AT CONCERNING COMMON PROBLEMS, PARTICULARLY AS THEY INVOLVE THE "R".

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C. ENROUTE DELAYS ON THE RETURN FERRY ARE REQUIRED TO MEET CREW REST REQUIREMENTS AND TO INSURE LAUNCHES AND RECOVERIES DURING DAYLIGHT HOURS.

9. IT SHOULD BE NOTED THAT WE'RE TRAVELLING LIGHT. IF AN ENGINE ROLL-BACK IS REQUIRED ENROUTE, FOR EXAMPLE, THE FERRY WOULD BE DELAYED UNTIL NECESSARY CARTS COULD BE FLOWN IN. THE SAME APPLIES SHOULD A RETRACTION OR AFT SECTION REMOVAL BECOME NECESSARY FOR ANY REASON. WE ARE DEPENDING ON THE RECENTLY DEVELOPED NOSE-SLING FOR NOSE SECTION REMOVAL (EVERY PREFLIGHT), LEAVING THE NOSE CART BEHIND. WE'LL BE WORKING OUT OF LIMITED SPARES STOCKAGE. THEN THERE'S ALWAYS THE FACT THAT IT JUST HASN'T BEEN DONE BEFORE. WE'VE GIVEN THIS FERRY A LOT OF STUDY AND DISCUSSION, HOWEVER, AND IN SPITE OF THE UNFORTUNATE PRECEDENT ESTABLISHED BY [REDACTED], WE ARE CONFIDENT THAT WE CAN PULL THIS ONE OFF.

END OF MESSAGE

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